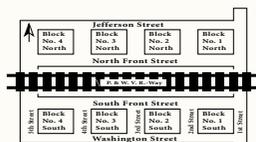


Once Upon a Time



Tualatin began as a small village called Galbreath at a ferry crossing on the Tualatin River. Samuel Galbreath began the ferry service in 1853. In 1856, Galbreath built the first bridge across the Tualatin River, and the town's name was changed to "Bridgeport." Located along one of the first "improved" roads, Boone's Ferry Road, Bridgeport thrived by attracting business from Portland and throughout the Willamette Valley. The community's accommodations were simple: a blacksmith shop, boarding house, general store, and saloon. The next closest saloons were in Oregon City and Portland—a definite advantage for Bridgeport!

In 1886, the Portland & Willamette Railway Company purchased a right-of-way through John Sweek's land on the Tualatin River's west bank opposite Bridgeport. Profiting from the sale, Sweek took advantage of the railroad's location and platted a town around the depot—he called the new town Tualatin.

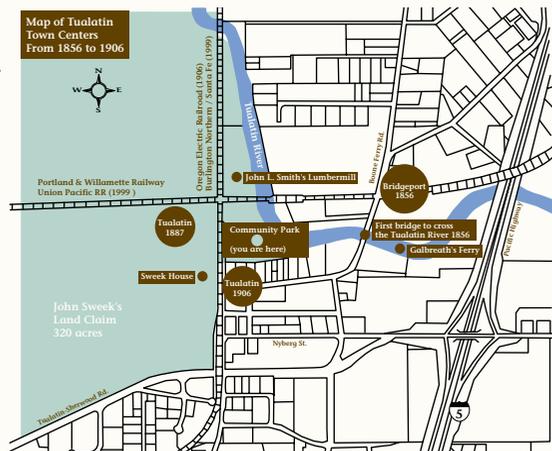


Tualatin's first town plat was drawn by John Sweek in 1887. Not all the streets platted were laid out and none of the original buildings remain, but it predicted the move to the west side of the river and the train depot's importance to the town's growth.



Ben Cummins' house circa 1890.

Tualatin expanded rapidly. The new railroad brought freight service from Portland. Ben Cummins, a Bridgeport shopkeeper was the first to set up business in the new town. He purchased land across from the depot—building a large home for his family, a two-story store and post office. Soon a livery stable, hotel, and two saloons were added to the community.



Entrepreneur John L. Smith "a big man with abundant capacity for work," moved to Tualatin in 1890. He established a sawmill close to the river (in the wooded portion of this park) and employed residents. With other investors, Smith also incorporated the Tualatin Mill Company and quickly monopolized local logging and lumbering. Smith's mill, and its payroll, provided impetus for Tualatin's growth.



In 1890, John L. Smith established a sawmill close to the river—in the wooded portion of this park.

As Tualatin's population grew, attracted by the town's reputation for offering work, shrewd investors platted subdivisions. A pamphlet called *Back to the Soil*, published by local businesses, extolled the virtues of country life: "soil reported to be the best in the state... land especially suited to berries, onions and livestock." With newcomers arriving from various parts of the country, and the trip into Portland now just a comfortable hour's train ride, Tualatin was no longer an isolated rural town.



Twice in Tualatin's history, the placement of a new railroad and depot, inspired the town to move its center.

In 1906, the Oregon Electric Railroad's Portland-Salem line came to town and changed the city's center again. This railway ran south along Boone's Ferry Road in front of the Sweek House. By 1910, businesses boomed, the school expanded to offer a four-year high school curriculum, and the first automobiles arrived. By 1913, the city incorporated and formed an official government.

Photos Courtesy of the Oregon Historical Society.